

TWENTY-FOUR KILLED BY ERROR IN FIGURE

Mistake in Orders Causes Head-on Collision of Boston & Maine Trains in New Hampshire.

CRASH TOGETHER ON SINGLE TRACK

Baggage Car Telescopes Passenger Passenger Car, Carrying Death to its Occupants—Distressing Scenes at Dawn as Survivors Do Heroic Work in Caring for the Injured.

WHITE RIVER JUNCTION, VT., Sept. 16.—Twenty-four persons are dead and seven more or less seriously injured as the result of a mistake in one figure by a train dispatcher in Concord, which sent the southern Quebec express crashing into a north-bound freight train on the single track of the Boston and Maine Railroad four miles north of Canaan early yesterday morning.

Confusion on the numbers 30 and 34 gave both trains the right of way, and the express had rounded a curve into a straight stretch of track about a mile long when the freight train, coming from the opposite direction, bore down upon it. Both engine drivers set their brakes and jumped. The locomotives, locked in a firm embrace, rolled into a ditch, and the baggage car of the express shot back into the first passenger car, tearing it asunder from end to end.

It was in this car that all those killed and nearly all of those injured were seated. They were returning from a fair in Sherbrooke, Quebec, 150 miles north. The train was about a mile from the wreck when the disaster occurred, and as it was far from any settlement where surgical aid could be obtained, the scenes that followed were distressing. Dead and wounded were lying together under great heaps of wreckage, and it was nearly an hour before doctors could be taken to the scene.

In the meantime the train crews and passengers who had not been injured aided by a little group of farmers, did the work of rescue. The only consolation feature of the accident was that the wreckage did not catch on fire and add further horror to the scene.

Work of Rescue.

Fortunately with the engines off to one side, the wreckage did not take fire. The train hands, ably seconded by passengers from the sleeping cars, groped their way among the ruins and began the work of rescue. The bodies of the dead were laid beside the track, while the rescuers turned their attention to those who needed aid.

Great beams were lifted, pieces of joists were thrown aside and the mangled forms were dragged out and laid on the backs of broken seats or on blankets from the sleeping cars. Wounds were hastily bound up and deep cuts staunchly by strips of bedding. The little band worked diligently and faithfully in the dawning light before the doctors came.

The neighborhood is sparsely settled, but the few farmers living near were aroused and lent every aid. In the meantime word had been sent to this place and to Concord and Hanover, and within an hour a large force of physicians were hurrying to the scene.

The accident was not without its heroic. One Ryan, a brakeman on the train, who was caught in the wreck and had an artery severed, was unconscious for nearly fifteen minutes and when he regained his senses his first thought was of the Montreal express, which he knew was thundering down on the wreck, with no brakeman in the rear to wave a warning signal. In a few husky words Ryan told of the approaching danger and the Montreal express was stopped at only a quarter of a mile from the wrecked train.

The sun, which arose about the time the first doctors reached the scene, disclosed the full extent of the disaster. The sides of the passenger car lay on each side of the track. A little further on was a tangled mass of iron and steel, from which the steam was still rising and which had once been the locomotives. Off to one side was a crowd of persons hurrying from one writhing form to another in a vain attempt to ease the pain of the sufferers. On the other side of the track all were silent save one by one the bodies of the dead were laid in an ever-increasing row until sixteen were resting beneath the trees.

As soon as practicable the more seriously injured were laid on stretchers and taken by train to Hanover, N. H., where they were given medical and surgical treatment in the Margaret Hitchcock Hospital at Dartmouth College. Before the train reached here on its way to Hanover, eight of the wounded had succumbed, bringing the death toll up to twenty-four. During the forenoon twenty-seven of the injured were taken to Hanover, while the bodies of the dead were removed in two trains to Concord.

Officials Make Statement.

BOSTON, Sept. 16.—The following statement was given out by the Boston and Maine Railroad officials in this city today:

"The collision was evidently due to a misunderstanding of train orders. Train 26 (freight), engine 61, Engineer E. P. Shurtleff, Conductor B. J. Lawrence, due to leave Boston via Southern division at 7:35 p. m. Saturday, left Concord at 12:45 this a. m. and arrived at Canaan, N. H., at 1:10 on time.

"Train 39, consisting of engine 780, Engineer J. P. Callahan, Conductor E. O. Brown, with baggage car, coach, smoker and sleeping car, left White River Junction for Boston at 3:55 a. m., 45 minutes late.

"Train 34 (C. V. passenger), left White River Junction at 5 a. m., one hour and 35 minutes late. At East Andover, 27 miles south of Canaan, and order was sent 267 (and the same order to train 30 and 34 at White River Junction), giving the former (267) 45 minutes on time of train 34, and 30 minutes on the time of train 34, these orders being repeated back and completed in the usual manner.

"At Canaan orders were sent 26 annulling former order and giving them 1 hour and 19 minutes on the time of 34.

"The same order was given to 31 at White River Junction. Both were repeated back to the dispatcher, and according to the records, exactly as sent, although for some as yet unexplained reason, the order which was delivered to the engineer and conductor of 267 at Canaan gave them 1 hour and 10 minutes over train 30, which had not then arrived at Canaan. This order should have read 'Number 31,' and according to the dispatcher's records, it was so sent and repeated by the Canaan operator. This discrepancy can only be cleared through investigation, which will be made at once.

"The accident occurred on a straight line about a mile north of West Canaan (four miles north of Canaan) at 1:20.

"It was a very foggy morning, and the engines were not much more than 200 feet apart when they came in sight of each other. Both were running fast, the freight on a down grade of about 50 feet to the mile. The engine of the passenger train telescoped the baggage car and coach, which was occupied largely by French Canadians on their way to the mills at Manchester, Nashua, Lowell and Fall River. Occupants of the smoker were, so far as we can at present learn, not seriously injured, and those in the Pullman car suffered only from the shock.

"Wrecking trains, with full crews, were promptly started from Concord and White River Junction, together with an abundance of doctors, nurses, etc., from Concord, and the track was cleared at 3 o'clock yesterday afternoon."

WANT DAVIS' BIRTHPLACE.

Confederate Favor Plan to Preserve the House Where He Was Born.

RICHMOND, VA., Sept. 16.—Inquiry how develops, the fact that Confederates generally approve the movement just launched looking to the purchase, restoration and preservation of the birthplace of Jefferson Davis, in Todd County, Ky., and official indorsement is expected to be voted probably at the next meeting of the camps.

The opinion, however, seems to be that the inclusion of the people of the North in the invitation to contribute to the memorial fund will not yield much in the way of sympathy or financial aid. Gen. Simon Bolivar Buckner, who made the proposal at a Confederate gathering at Glasgow, Ky., last week, is a Virginian.

The Jefferson Davis Kentucky Home Association will be modeled along the same lines as the Lincoln Farm Association, and the success of the movement will mean in the next few years that the birthplaces of both war presidents will be set aside as national shrines.

VOLIVA TO LEAD EXODUS.

Former Dowieites Make Him Overseer and Will Follow to New Zion.

CHICAGO, Sept. 16.—Wilbur Glenn Voliva, deposed from the leadership of the Dowieites, which place he usurped from John Alexander Dowie, was formally elected general overseer for life of the Christian Catholic Apostolic Church in Zion by the general ecclesiastical conference, held in a tent at Zion City today. Zion City and its interests are in the hands of a receiver, and Voliva plans to leave the place to those adhering to Deacon John A. Lewis, appointed successor to Dowie.

In his speech of acceptance Voliva announced that a mass meeting would be held tomorrow at which time he would make known his plans regarding the pilgrimage to the ranch in New Mexico, containing 29,000 acres, where a new Zion city is to be founded by the Volivites. He said further, that he must have \$10,000 within the next ten days, and called upon his followers to contribute.

HENRY H. ROGERS IN BAD SHAPE PHYSICALLY

Standard Oil Millionaire Unable to Attend to Business, Avers Members of His Family.

VICTIM OF SOME SORT OF STROKE

Attending Physician Says It Might be Apoplexy or Perhaps a Clot on the Brain, or a Slight Paralytic Stroke—Has Transacted No Business Since July.

(By Associated Press.)

BOSTON, MASS., Sept. 16.—Upon the evidence of the members of family of Henry H. Rogers, the Standard Oil millionaire, and the family physician, in the Supreme Court today, announced that it would be cruel to compel his attendance in court, and dismissed a motion to that effect. The condition of Mr. Rogers was disclosed in the course of a hearing on a motion to show that he was capable of attending the trial of a suit against him for \$50,000,000, brought by C. M. Raymond, of Somerville, for alleged conversion of certain royalties in connection with the production of petroleum. The hearing began last week with the testimony of Dr. Charles Pratt, of New Bedford, who stated that Mr. Rogers had suffered from a stroke last July and was unable to attend to his business.

Counsel for Mr. Raymond today sought to show by the testimony of personal and business friends in New Bedford and New Haven and also numerous telephone calls giving a record of calls between New York and the home of Mr. Rogers in Fair Haven that the Standard Oil financier had been about the streets, had participated in certain festivities, had engaged in certain business in New Bedford, and had been in frequent communication in New York.

President Windsor, of the First National bank of New Bedford, stated that he had conversed with Mr. Rogers at the bank, but said that it was not upon business matters.

Says Rogers is in Bad Shape.

Urban H. Broughton, the son-in-law of Mr. Rogers, said that since July 22, when Mr. Rogers was taken ill in New York, his father-in-law had been unable to transact any business and that soon after that date Mr. Rogers told him to pick up all his business and carry on the affairs to the best of his knowledge. At this time Mr. Broughton testified that the physicians had refused to allow Mr. Rogers to see any member of the family not excepting his wife. At present he testified Mr. Rogers' face is distorted on the right side, the left of his body is out of its natural position, and his speech is affected.

Henry H. Rogers, Jr., said that there had been only a slight improvement in his father's condition since July 1, and that the only business he had done was to sign three blank checks and give a power of attorney to open a safe deposit vault in New York. He refused to discuss anything of importance, and ordinary matters worried him. Dr. Pratt told the court that he could not state exactly what would be the ultimate result of the attack of last July. He thought it might be apoplexy or perhaps a clot on the brain or a slight paralytic stroke.

FUNERAL OF MR. WOOLEY.

Masons Prevented From Attending by Misunderstanding.

The body of the late George Lee Wooley was interred at Greenlawn cemetery Sunday morning, after a brief funeral service had been conducted at the grave by Rev. J. W. Porter, D. D. The body was laid to rest beside the graves of Samuel Wooley, brother of the deceased, who died in 1902.

Arrangements had been made for holding services at the chapel in House's undertaking establishment Sunday afternoon at 3 o'clock, but on account of a misunderstanding, the body was taken directly to the cemetery from Old Point. The members of Peninsula Lodge No. 211, A. F. & A. M., expected to attend the services in a body, but they, as well as many other friends of Mr. Wooley, were prevented from being present by the change in plans.

The pallbearers who met Mr. H. C. Blackiston at Old Point with the body were Messrs. W. S. Fisher, J. H. Graves, H. B. Holmes, W. J. Green, William E. Dillon and George A. Schmelz.

Before the body was brought away from New York, funeral services were conducted at the Marble Collegiate church by Rev. Dr. Burrill M. Blackstone, who is agent for Furness, Withy & Company here, and

the manager of the company's New York office, accompanied the body to this city.

PRINCIPAL NOT HERE.

Work in High School Handicapped by Absence of Prof. Stoneburner.

Professor J. L. Stoneburner, Jr., who was recently elected instructor of science in the local High school has not yet reported for duty, and the work of the school is somewhat handicapped.

The reasons for Mr. Stoneburner's failure to report when the city schools opened last Monday are as yet unknown, but it is probable that he will resign his position here. In that event the school board will hold a special meeting to elect his successor.

NEW BANK OPENED.

Depositors Out in Force to Celebrate the Occasion.

Schmelz Brothers' new bank building was opened to the public yesterday. Patrons of the institution were out in force to celebrate the event, and several prominent business men ran a race to see who should be the first to make a deposit through the windows of the paying teller's new quarters.

Hundreds of people called during the day to inspect and admire the handsome building.

Youth of Five Kills Companion.

(By Associated Press.)

WASHINGTON, D. C., Sept. 16.—While playing with a revolver John B. Horton, six years old, today accidentally shot and killed his five-year-old friend, Robert L. Donaldson. The boys had been playing "hold up."

Outrages at Odessa.

ODESSA, Sept. 15.—Notwithstanding the proclamation of the new prefect of Odessa, General Novitsky, outrages in the streets here were resumed today on the occasion of the funeral of a police official. The Black Hundreds fired revolvers recklessly all day, broke into Jewish houses, pillaged them and cruelly beat their occupants.

Whiskey Reaches High Point.

(By Associated Press.)

CINCINNATI, Ohio, Sept. 16.—The record price for whiskey was reached here today when it rose two cents over the Saturday quotation, reaching \$1.31, the highest known point.

Lusitania Draws Crowds.

(By Associated Press.)

NEW YORK, Sept. 16.—The big liner, Lusitania, continues to be an object of great interest. Though the public is not admitted on board her, an enormous and constantly changing crowd kept the open space about pier 54, where she lies, thronged from early morning until dusk.

Today's Exposition Program.

CONSTITUTION DAY.

Special Features of the Day.

11 a. m.—Concert, Exposition Band. Concert, Manufacturers' Building.

1 p. m.—Piano Recital, Otto Pefferkorn, Auditorium.

4:00 p. m.—Organ Recital, Walter Keller.

4:30 p. m.—Mlle. Loubet's "Loop of Death" Warpath.

9 p. m.—Mlle. Loubet's "Loop of Death" War Path.

Stated Program Every Day.

7:30 a. m.—Gates Open.

9:30 to 10:30 a. m.—Concert Exposition Band, Reviewing Stand.

10 a. m.—And hourly thereafter Exhibition of weather bureau, earthquake recorder, Government Building A.

10:30 to 11:30 a. m.—Concert, Phinney's United States Band, Raleigh Court.

11 a. m.—Preparation of large weather map from reports from all sections of the country, Government Building A.

11:30 a. m.—Illustrated Lecture, "Reclaiming the Desert," by Mr. C. J. Blanchard, U. S. R. S. Interior Department, Government Building A.

11:30 to 12:30 p. m.—Concert, Mexican National Band, Raleigh Court.

1:00 p. m.—Biographic and stereopticon Exhibition, Scenes on Indian Reservation with lecture, Interior Department, Government Building A.

2 p. m.—Biographic Exhibition and lecture, Scenes in Yosemite Valley, Government Building A.

2 to 4 p. m.—Phinney's United States Band, Auditorium.

3 p. m.—Illustrated Lecture, "The Land That God Forgot," by C. J. Blanchard, U. S. R. S. Interior Department, Government Building A.

3:30 p. m.—United States Life Saving Service Drill at Station.

4 p. m.—Illustrated Lecture, "Yellowstone National Park," by Mr. E. C. Culver, Interior Department, Government Building A.

5:30 to 6:30 p. m.—Mexican National Band, Reviewing Stand.

6:40 to 7:30 p. m.—Concert, Exposition Band, Raleigh Court.

7:30 to 9:30 p. m.—Concert, Phinney's United States Band,

ADMIRAL WALKER DIES VERY UNEXPECTEDLY

He Was The Promoter of the Famous White Squadron of Evolution Fame.

PASSED AWAY AT YORK CLIFFS, ME.

Had Been Ill for a Few Days, But No Thoughts of Death Were Entertained Till Last Few Hours—Will Be Cremated—Ashes to Be Sent to National Cemetery.

(By Associated Press.)

YORK BEACH, MAINE, Sept. 16.—Rear Admiral John G. Walker, U. S. N., retired, died suddenly last night at the home of a friend at High Pasture York Cliffs. Admiral Walker was 72 years old and a native of New Hampshire. He was known as the promoter of the famous squadron of evolution which became known as the "White Squadron," and of which he was appointed commander.

Admiral Walker had been ill for several days, but his death was quite unexpected. He had been spending several weeks with his family at the cottage of Miss S. A. Pickering, of Salem, Mass. Death was due to heart disease. It is expected that the body will be taken to Boston tomorrow. A daughter of the admiral left for that city this afternoon to arrange for services there tomorrow. It is understood it is the intention of the admiral's family to have the body cremated, after which the ashes will be sent to Washington for interment at the National capital.

PUTTING WAR SHIPS IN SHAPE FOR LONG CRUISE

Decks of the Big "War Dogs" Being Strengthened for the Trip to the Far East.

WASHINGTON, D. C., Sept. 16.—When the battle ship Georgia was ordered to the League Island navy yard, immediately after having her target practice, it was to strengthen her decks so that she would not be in the plight of the Missouri, which had to go to the shop for repairs after firing some of her heavier guns. At target practice the Georgia, under orders, did not fire her six 9-inch guns at all, because it was believed her decks would not stand the shock without injury.

This is only one of many things being done for the ships destined for the Pacific, that they may be in the most complete trim when they start for their long voyage, which will probably take them round the world. The department has recommended that everything which modern naval construction can devise be applied to the battle ships, so that they may start for the Pacific in prime condition. Battle ship commanders are requested to hide none of the weaknesses which may exist and to facilitate the work Secretary Mottett will cheerfully sign all authorizations for extra repairs which may be deemed necessary.

After the Missouri demanded a special authorization of \$1,000 for repairs to her decks injured by firing at level her forward turret guns, it was pointed out by officials of the bureau of construction and repair that several other ships had suffered similar injury, and that the decks were in most cases unable to withstand the shock of the heavy charges.

Chief Constructor W. L. Capps explained that the decks were weak and the damage done was possibly greater than the bureau had anticipated, but that this structural weakness resulted in a gain in other points of construction in the ship. It was, however, decided to strengthen the decks, and that in working out future plans attention should be given to this weakness.

The department intends to see that every one of the ships of Rear Admiral Evans' fleet is carefully overhauled before starting on the cruise. Every defect, no matter of what minor importance, is to be forgotten out and repaired.

BLUE LAWS ARE DEFIED.

Railroad Sells Tickets and Lights Are Burned at South Fork, Pa.

JOHNSTOWN, PA., Sept. 16.—The Pennsylvania Railroad Company disregarded the order served upon it last week by the South Fork borough authorities to refrain from selling tickets at that point today as a result of the blue-law crusade, and the electric light plant, which had also been served, continued in operation. The crusaders will seek to have the law enforced against these corporations.

Aside from these infractions the borough was closed up tight yesterday. Ice cream parlors, soda water

fountains, and restaurants were closed as were the drug and cigar stores. The liveries disregarded the warning and did a big business, being patronized chiefly by people incautious of escaping from South Fork.

The borough authorities declined to take action against the violators of the law, stating action must be taken by the crusaders.

FAT MEN EAT TEN SHEEP.

Mutton So Toothsome That Chef is Honored With Office.

MERIDEN, CONN., Sept. 16.—Daniel Wadsworth, president of the Connecticut Fat Men's Association, who weighs nearly 400 pounds, was the delight of all present at the annual outing and sheep-pike of the association at Lake Compounce, in Southington, yesterday.

No chair at the resort would hold the president, so a park bench was placed on the pavilion veranda, and he held an informal reception until dinner time. The capacious oaken bench was brought indoors, and Mr. Wadsworth presided at the business meeting. He was re-elected president without a dissenting vote. E. T. Graves, of Plainville, was made vice-president.

Milton A. Norton served 10 roast sheep in such an appetizing way that he was elected dealer of weights and measures and secretary of the association.

TRAMPS ORGANIZE LODGE.

Form Branch of Welfare Brotherhood to Give Hoboes "Square Deal."

NEW YORK, Sept. 16.—Hoboes, "beats," down and outs, and Coxey's armyites of all kinds, descriptions and colors gathered last night at the Manhattan Lyceum, in East Fourth street, and organized a local branch of the "Welfare Brotherhood," the Masonry of trampdom. The gathering was one of the most remarkable since the days of the famous march to Washington.

Haw, the chief organizer, was James Eades, of St. Louis, grandson of Gen. J. B. Eades, the builder of the famous Eades Bridge over the Mississippi.

"Ever since I reached the age of twenty," explained Haw, "I have realized that the tramps of this country are one of the biggest problems in our social life. They cannot be done away with until there is a change in the existing order of things, and their numbers are increasing every year. I am not a socialist, no, an anarchist, but I do believe that the hobo of this country is not getting a 'square deal.'"

"The object of the welfare brotherhood is twofold. I want to make the hobo not only better citizen, but better hobo, and I want the public to appreciate what the 'beat' is, what his rights are, and how he should be looked upon."

CALLS DRINK PRESIDENT'S.

Bishop Says He Ordered the Cocktails at Fairbanks Dinner.

DETROIT, MICH., Sept. 16.—That President Roosevelt himself asked for the cocktails served at Vice-President Fairbanks' dinner at Indianapolis, which got the Vice-President into trouble with his Methodist brethren is the story told by Bishop Joseph E. Berry on the authority of Indianapolis churchmen.

"There, probably is no doubt that liquor of some sort appeared on the Vice-President's table when he entertained President Roosevelt at Indianapolis," said the bishop today, "but as it is told to me the Vice-President did not order the drinks and did not even know they were served."

"Mr. Fairbanks never touches a drop of intoxicants himself, but it is well known that President Roosevelt likes a drink now and then."

"When he came to Indianapolis, the word went from the President to the caterer, whether directly or through his secretary, that he wanted the drinks, and the drinks were served. The arrangements were entirely in the hands of the caterer, and it is credible that Mr. Fairbanks did not even notice that the drinks were on the table."

VERMONT PARTY ATRIVE; GOV. FLETCHER DUE TODAY

Wednesday Will Be Vermont Day at Exposition, and Visitors are Here to Participate.

Governor Fletcher's party of prominent Vermonters arrived here Sunday evening and established headquarters at Hotel Warwick, according to schedule. The Governor was detained at home and could not come down with the party, but he will reach here tonight and be on hand to participate in the Vermont Day celebration at the Exposition tomorrow.

The visitors spent yesterday at the fair and today they will spend seeing sights of interest in this vicinity, and more of the Exposition.

Will Have to Give Up Passes.

(By Associated Press.)

LINCOLN, NEB., Sept. 16.—The state board of health today adopted a resolution prohibiting any employee or appointee from carrying a railroad pass. Two secretaries will have to resign or give up their passes.

MRS. CHADWICK NEAR TO DOOR OF DEATH

Witch of Finance While Conversing With Her Son Suffers from Nervous Collapse.

SHE IS A WRECK PHYSICALLY

A Stroke Leaves Her Stone Blind, But It is Hoped That Her Eyesight Will Be Restored, if She Recovers Her Health—Her Nervous System in Utter Collapse.

(By Associated Press.)

COLUMBUS, OHIO, Sept. 16.—While engaged in conversation with her son in the female department of the Ohio penitentiary where she has been confined for the past two years, serving a ten years' sentence for wrecking the Oberlin National Bank, Mrs. Cassie Chadwick, the former witch of finance, who representing herself as the natural daughter of Andrew Carnegie, victimized dozens of Ohio and Eastern bankers and capitalists to the extent of millions, through loans on bogus securities and jewelry, suffered a nervous collapse that almost cost her her life and left her temporarily, at least, stone blind. She was carried to the hospital in the female department by her son and female attendants.

Dr. Garrett, the day physician, who was summoned found her lying on a bed in the hospital in a chill. Although she was conscious and very quiet mentally, her circulation had almost stopped and she was blind. Dr. Garrett immediately administered nitro-glycerine and other restoratives, with much anxiety, her son, who had come down from Cleveland to visit her, and who is very devoted to her, stood over the bed urging the physician to do his best to save her.

Cassie revealed within about twenty minutes. Dr. Helmick, the night physician at the penitentiary, has been attending Mrs. Chadwick and treating her for a nervous double. Dr. Garrett, the day physician, says that she is aneurisitic and that her nervous system is in utter collapse. He said that the collapse was due to the strain she underwent during her son's visit. He says that she has a very nervous heart and that any excitement brings on an exaggerated nervous attack.

Dr. Helmick is of the opinion that the blindness is only temporary, but has called in oculists who are administering treatment.

GEORGIA RAILROAD SUITS HELD UP BY DEMURRER

Claimed By Attorney General That the Governor Had Not Been Made Party to Action.

(By Associated Press.)

ATLANTA, GA., Sept. 16.—The suits brought by the Central Georgia and other railroads against the state railroad commission to restrain that body from reducing passenger rates in Georgia were taken up today before Judge Newman, of the Federal court. Attorney General Hart submitted a demurrer to the hearing on the ground that the enforcement of the new rate law was not vested in the railroad commission but was left to the Governor, and that the Governor had not been named a defendant in the suits. Further hearing of the cases may be continued until this point has been disposed of.

Similar suits have been brought by the Louisville and Nashville and the Atlantic and West Point roads, which were scheduled for a hearing in the Superior Court today, were continued until tomorrow, on account of the absence of counsel who were at the hearing before the Federal court.

Car Through East Tunnel.

(By Associated Press.)

NEW YORK, Sept. 16.—The first car will be run through the north tube of the new Belmont tunnel under the East river this morning. The car will be taken from the barns at Woodside, L. I., to the tunnel entrance at the extreme end of Fourth street, Long Island City, and then shifted from railroad tracks to the tunnel by means of specially constructed pontoon tracks.

Pennant Would Bring Team \$500.

DANVILLE, VA., Sept. 16.—The Danville Athletic Association has arranged for the field day exercises at the ball park next Monday afternoon, the proceeds to be divided up among the players of the ball team. The Athletic Association guaranteed several days ago a benefit performance at which \$500 was to be divided among the players if Danville won the pennant, and \$300 if the team came out in second place.